

## TO DEMAND 8 HOUR DAY.

Machinists Throughout the Country Plan Another Fight.

The International Association of Machinists is making preparations for a general demand for the eight hour work day all over the country. International President James O'Connell is expected in this city from Washington in a few days to confer with the New York locals.

The demand will affect about 100,000 machinists and will not be made until all the locals are ready. The last general strike, about five years ago, was only a partial success and the nine hour work day is now the rule. Secretary Hourigan of Local 15 of the International Association of Machinists, which takes New York and some of the New Jersey towns, said yesterday:

"The machinists are now much better organized than when they made the last demand and trade is brisk at present all over the country. The date has not yet been fixed for the demand to go into effect, and will not be fixed until the unions are all ready to act as a unit."

James Wilson, business agent for Local 15, said that he expected the active assistance of the other organizations in the metal trades when the machinists make their demand. These include the Iron Molders' Union of North America, the International Brotherhood of Blacksmiths, the National Coppersmiths' Union and the International Union of Metal Polishers, brass workers, engravers, the brass molders and sheet metal workers.

The machinists are working under open shop agreements in many places, but they say that the non-union men will strike.

## PRICES FOR YACHTS GOING UP.

Scarcity of Good Lumber Worries the Builders and Increases Cost.

Yachtsmen who have been ordering new vessels are figuring that prices have gone up at least 10 per cent, and there is every prospect of the cost being still further increased. Builders are not making any more money out of their work, but the increased cost is through the increase in the price of materials. One of the chief causes of the increase is the scarcity of good lumber.

"Not many years ago," according to the *Power Boat News*, "a builder could go to a lumber yard and pick out any kind of lumber he wanted. Now he must scour the country, by letter, telegram or travel to obtain the stock required for a yacht of good make. Anybody who has ever experienced in getting even a fair selection of certain kinds of lumber, and not infrequently actual loss because the stock provided does not come up to standard. All this makes the cost of the builder not an easy one this year."

An example of the difficulty in getting good stock may be cited from the experience of a leading concern recently in securing a stick of lumber for a yacht. The stick was called for by a very thick deadwood, as so nearly all designs under the universal rule of measurement, which gives an underbody form similar to that of the old English cutters in the middle of the century. The piece wanted in this case must be of oak, about 28 feet long, 20 inches wide across the top of the lead and 12 inches thick.

An order was placed in the West for a suitable stick, which was promised in September, but which did not arrive up to Christmas. Then the head of the concern went out and ranged up and down New England pastures to get a suitable oak.

"At last he found a promising one in Middleboro, Mass. It was a giant tree, four feet through the trunk at the ground and three feet fifteen feet up. It appeared sound, was cut and skinned to the yard, but when the saw entered it, a rotten hollow was found in the heart. The stick was valueless, and stood the firm a loss of about \$100, while the search for a suitable tree had to be continued."

George F. Lawley, the veteran yacht builder of Boston, recently talked to a *Globe* man on the cost of building yachts. He said: "Twenty years ago we were building the Mayflower. She was 100 feet long and 100 feet over all. Her cost, for hull complete, with lead ballast and rig, but without sails, was about \$2,000. To-day she would cost about \$15,000, or above 50 per cent, more, it built exactly the same."

But to-day we put more work in yachts. They are more elegant in every way. In fittings, plumbing, canvas, fine staves, which have to be hollow, in masts and in sails, in every way, we spend more money. Yachtsmen to-day wouldn't be satisfied with a boat finished as the Mayflower was, although she was a fine yacht for the day."

Mr. Lawley, when asked for a comparison of the cost of a 35 footer now and twenty years ago, said:

"Take Success, that we built for Alfred Douglas in 1900. She is an elegant cruising boat, about 35 feet long and 35 feet over all. The old 35 footer waterline cutters were about a foot shorter on top, and cost about \$2,500. One of the built today in the style of twenty years ago would cost about \$4,000, or nearly 50 per cent, more."

Speaking of the reasons for this increase in cost, and of the price of lumber in particular, Mr. Lawley said:

"The forests of the world are being depleted of lumber suitable for building yachts. There is so scarce this kind of lumber, we are using oak from Hancock in place of it. Every advice we get from London quotes oak at a higher price, and reports fewer and inferior cargoes of it from the East."

"Our domestic pine market is bare, and we can't get any more of the Michigan white pine that we used to use for decks. A few years ago I could pick out in a good pine, in lengths from 16 to 20 feet, and we pay for that from \$60 to \$120, 1,000 feet, against \$20 a 1,000 twenty years ago for choice, local Michigan white pine."

"For oak, which is a splendid wood, we have to pay from \$180 to \$200 a 1,000, according to grade in heavy fitches. We use it for deck finish, and for the lower and upper cargoes of it from the East."

"Hard pine, which we use for planking on engine work, has advanced 20 per cent, in recent years. Oak has advanced 20 per cent, and the grades have been gradually coming down, as in the case of pine, until what was a poor second grade a few years ago is now passed by the inspectors as a first grade."

"Mahogany, always a high priced wood, has made as great a rise as the others. It costs, but it costs from 15 to 25 per cent, more than it used to."

"Mr. Lawley was asked his experience with the rise in metals. He said that for some months past the dealers in lead have been taking orders for future delivery at any fixed price. Lead took a great jump in December, going up nearly 50 cents a pound. It touched six cents a pound and hung there."

"The metal that is being printed at the end of the year a comparison of the cost of lead in the last quarter of 1904 and the same of 1905. It was as follows: October 3, 1904, \$4.20 a hundredweight; October 4, 1905, \$4.85; December 20, 1905, \$5.00."

With this sudden jump, builders who had made contracts for boats with heavy lead made loss money on that part of the work."

## SUMMER BASEBALL ALL RIGHT

In the View of Dr. Gulick, Who Believes That College and Sport Should Not Conflict.

Dr. Luther Halsey Gulick, president of the American Physical Education Association, speaks to the "Graduates' Club of Teachers' College" recently on the subject of summer baseball. Dr. Gulick was in favor of the sport, but declared that when the amateur mixed in professional money and then tried to play in college, the harm was done. Dr. Gulick was opposed to the summer baseball player being eligible for college sports. He said in part:

"Should a boy who in the summertime or at any time plays baseball, or who in any other form of athletic sports for money, be eligible to represent his college in inter-collegiate athletic contests? A young man, whose exceptional ability as pitcher in a preparatory school, 'A' loyal alumnus of the college comes in contact with him and asks him to take orders for future delivery at any fixed price. Lead took a great jump in December, going up nearly 50 cents a pound. It touched six cents a pound and hung there."

"There is nothing immoral in this kind of thing, but the boy who goes to college from the Olympic spirit of Greece is a hero, a hero somewhat tainted in this. When it comes worth while for a man to go into sport because of the income there is in it, his whole relation to it is different. He then must win."

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